

OUR REFORMERS, AND MARTYRDOM
GENERALLY.

humanity in their day, and should have some suitable endless memorial upon earth; but I much doubt whether they were in general likely to enjoy heaven. The heavenly temper is not one of martyrdom. I can't indeed imagine a more uncomfortable lot to a reasonable Christian soul than to be eternally emphasised with a company of such high-strung, grim, appalling zealous as the martyrs usually were. The heavenly temper is one of sheer indifference to truth, except in so far as truth is animated by good. It is the exact opposite of Jesus Christ. He despised the best-supported and most muscular body of truth the world ever saw, simply because it was inwardly dead of the vital good, or because it purported to make God a God of the Jew only, or of mankind through the Jew, instead of the Jew through mankind. I know that our Unitarian friends have a fancy that they magnify the Christ by exalting to hate a sort of chief of the martyrs. But this is putting an unwarrantably low estimate upon the man—one which he never countenanced in the least. So far from professing to be a mere witness of the truth, he claimed, right or wrong as you please, *to be the very truth itself*, which all nature and all history witnessed. Besides, he never displayed a trace of the martyr-spirit, which is one of intense

OUR POSITION.

As Americans—as citizens of a country which has vital interests at stake—the matter claims our attention. Has England more to gain than we? Is it wisdom to be indifferent to her scheme for making the world pay tribute to her commercial policy? Sooner or later we shall have a railroad to the Pacific, but unless we stop talking and commence the construction of a line, we shall lose the prize. If we spread out the map of the Pacific coast, we see but two good harbors on the whole line from Panama to the Russian possessions—San Francisco and the Strait of Fuca. It is evident, therefore, that whatever railroad lines are constructed must converge to these two points. They are the converging points of the only two river systems on the western coast, where all the wealth that travels to and from the interior must pass. In either of the bays all the vessels of the world might lie securely and loaded. Here, then, at these two points, must the fleets of the Pacific, in all coming time, receive and discharge their cargoes, and here must great cities exist. Already San Francisco has become one; but shall England or America claim the metropolis of the Northern Pacific, and with it the trade of the Columbia Valley, and of all the north-western quarter of the Northern Hemisphere, and the Asiatic trade for the Mississippi Valley and the Northern Atlantic slope? Which country, we ask again, shall have it? It all hangs on one contingency: the nation that first carries a railroad from Lake Superior to the Strait of Fuca will secure the prize, for

as low as at Mitral. At Fort Benton, near the base of the mountains, the average Winter temperature is that of Madison, Wisconsin. The plains east of the mountains, which are represented to be ascertainable, cannot be very severe, otherwise the horses would hardly "grow fat" without being starved.

It is plain that the obstacles on this route are far less formidable than on any other route. There is nothing whatever to prevent the construction of one of the fastest roads to the plateau.

P. S.—Perhaps some of these fish yet remain collected in a pool by the roadside, and if thus found by O. S. Murray of Warren County, Ohio, would certainly disprove the Bible account of creation, and fully prove the theory of spontaneous generation.

that the need is now for the protection of this state of affairs, and leaves them a prey to ruinous exactions. If it were not that Minnesota is a new and fertile State, with great natural resources, that her people are hardy, enterprising and resolute, such rates of interest could not possibly obtain—not because lend-

water back or forward. Our violent Autumnal gales have sometimes raised Lake Erie at Buffalo six feet in a few hours, but hardly ever holding that extraordinary elevation for twelve hours.

I confess to the error Owingens detects in my statement of the evaporation being equal to the water-